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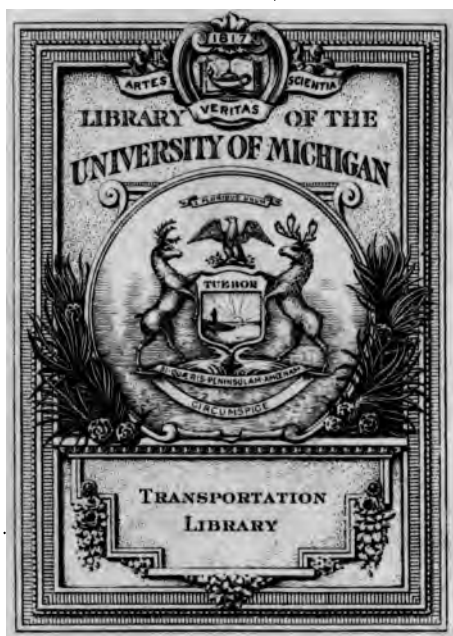
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General Association
JOURNAL

OF THE

PROCEEDINGS

OF THE

GENERAL RAILROAD CONVENTION,

HELD AT SPRINGFIELD,

AUGUST 24th and 25th, 1852.



PRINTED BY ORDER OF THE CONVENTION.

NEW HAVEN :

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1852.

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On the 22d day of May, 1852, the following circular letter was addressed by W. P. Burrall and William W. Boardman, as a Committee of the Board of Directors of the New York and New Haven Railroad Company, to the Presidents of the several Railroad Companies in New England, and part of New York and New Jersey, viz:

OFFICE OF THE N. Y. AND N. H. R. R. Co.,
NEW HAVEN, 22d May, 1852.

The Directors of the New York and New Haven Railroad Company, believing that a Convention of Delegates (say two) from each of the Railroad Companies in New England, and part of New York, might be attended with much benefit to the several Companies, and to the general Railroad interest, have appointed the undersigned to ask your attention to the project, and to ascertain whether there is such a concurrence of opinion in its expediency, as to justify an effort to effect it. The objects intended are to give to each Company the benefit of the experience of all,—in the construction and use of their Roads and Machinery—in their rules and regulations relative to the government and discipline of their Conductors, and other Officers—to rates of fare—free lists—ticketing and payment to Conductors—connection of trains—interchange of Reports, Time Tables, &c., &c.

We believe that proper regulations recommended by such a Convention, and adopted by the several Boards, would be perfectly effectual; whereas, if adopted without such general concurrence they could not be enforced.

The Railroad interest has become one of very great importance to the public, as well as to the Stockholders; and it is apparent that united action alone, can secure to it the influence it ought to have.

We propose to have the Convention in some central place during this summer. Please favor us with a reply, and if you concur with us as to its expediency, to suggest such a time and place for the meeting as will be the most agreeable to your Board.

W. P. BURRALL, }
W. W. BOARDMAN, } *Committee.*

Replies were received from a large number of gentlemen to whom these circulars were addressed, all approving the proposed Convention, and a large proportion suggesting Springfield as the place of meeting.

And on the 16th day of July, 1852, the same Committee addressed to the same officers of Railroad Companies a circular letter, calling the Convention to be holden at Springfield, on the 24th of August, 1852, of which the following is a copy:

OFFICE OF THE N. Y. AND N. H. R. R. Co.,
NEW HAVEN, July 16th, 1852.

The Directors of the New York and New Haven Railroad are gratified that the proposal of a Railroad Convention, made by them a few weeks since, meets with such general approval.

In compliance with the wishes of a majority of those whom they have had an opportunity to consult, they respectfully suggest that the Convention be held at Springfield, Massachusetts, at 2 o'clock, in the afternoon of Tuesday, the 24th day of August next. They have appointed three of their number as Delegates, and they hope the Directors of every Railroad Company in New England and Eastern New York, will send at least two Representatives, fully possessed of the wishes of their constituents, and willing to remain in attendance as long as the business of the Convention may require.

By order of the Directors,

W. P. BURRALL, }
W. W. BOARDMAN, } *Committee.*

Upon this call, the Convention assembled at Springfield at the time named in the call, and the following is the journal of its proceedings.



PROCEEDINGS OF THE CONVENTION.

At a meeting of Delegates from various Railroad Companies in New England and part of New York and New Jersey, convened at Springfield on the 24th of August, 1852, upon a call issued by W. P. Burrall and William W. Boardman, as a Committee of the New York and New Haven Railroad Company;

The Convention was organized by the appointment of Hon. THOMAS HOPKINSON, President of the Boston and Worcester Railroad Company, *Chairman*; WILLIAM P. BURRALL, Esq., Vice President of the New York and New Haven Railroad Company, *Secretary*.

On motion, it was

Resolved, That the Delegates be requested to furnish to the Secretary the names of the Corporations represented by them, with the names and residences of the several Delegates.

Which was done as follows :

The New York and Harlem Railroad Company, GOUVERNEUR MORRIS, M. SLOAT, New York.

The Connecticut River Railroad Company, CHESTER W. CHAPIN, Springfield, H. W. CLAPP, Greenfield.

The Vermont and Massachusetts Railroad Company, THOMAS WHITTEMORE, Boston.

The Norwich and Worcester Railroad Company, JOEL W. WHITE, Norwich.

The Boston and Lowell Railroad Company, WALDO HIGGINSON, Boston, ISAAC HINCKLEY, Lowell.

The Vermont Central Railroad Company, CHARLES PAINE, Northfield,
JOHN SMITH, St. Albans.

The Hartford and New Haven Railroad Company, JAMES S. BROOKS,
Meriden, EZRA C. READ, New Haven.

The Norfolk County Railroad Company, TIMOTHY FARRAR, H. N.
HOLBROOK, STEPHEN G. DEBLOIS, Boston.

The Sullivan Railroad Company, EDWARD CRANE, PHILO SANFORD,
JOHN S. ELDRIDGE, Boston.

The Old Colony Railroad Company, FRANCIS B. CROWNINSHIELD,
Boston.

The Northern Railroad Company, New York, T. P. CHANDLER, Boston,
C. L. SCHLATTER, Malone, N. Y.

The Concord Railroad Company, ISAAC SPAULDING, Nashua.

The Massachusetts and Lawrence Railroad Company, GEORGE H.
DODGE, Hampton Falls.

The Nashua and Lowell Railroad Company, ROBERT REED, CHARLES
F. GOVE, Nashville.

The Hudson River Railroad Company, E. D. MORGAN, New York.

The New Haven and New London Railroad Company, F. R. GRIFFIN,
RALPH D. SMITH, Guilford, H. HOTCHKISS, New Haven.

The Boston and Maine Railroad Company, JOHN HOWE, Brookline,
SOUTHWORTH SHAW, Boston.

The Danbury and Norwalk Railroad Company, ELI T. HOYT, Dan-
bury, JONATHAN CAMP, Norwalk, HARVEY SMITH, Ridgefield.

The New Jersey Railroad and Transportation Company, JOHN P.
JACKSON, New York.

The New York, Providence and Boston Railroad Company, CHARLES
P. WILLIAMS, Stonington.

The Northern Railroad Company, New Hampshire, ONSLOW STEARNS,
Concord, N. H.

The Naugatuck Railroad Company, E. F. BISHOP, W. P. BURRALL,
Bridgeport.

The Fitchburg and Worcester Railroad Company, IVES PHILLIPS,
JOSEPH HASKILL.

The Fitchburg Railroad Company, ALVAH CROCKER.

The Vermont Valley Railroad Company, HUGH H. HENRY, Chester,
CHARLES CHAPIN, Brattleboro, PEYTON R. CHANDLER, Putney.

The Worcester and Nashua Railroad Company, ALEXANDER DE WITT,
JAMES W. STOWELL, Worcester.

The New London, Willimantic and Palmer Railroad Company, GOR-
DON L. FORD, President, THOMAS FITCH 2d, New London.

The Fall River Railroad Company, RICHARD BORDEN, NATHANIEL B. BORDEN, Fall River.

The Boston and Worcester Railroad Company, THOMAS HOPKINSON, G. TWITCHELL, Boston.

The Western Railroad Company, WM. H. SWIFT, Boston, HENRY GRAY, Springfield.

The New York and New Haven Railroad Company, W. P. BURRALL, Bridgeport, WM. W. BOARDMAN, New Haven.

The Hartford, Providence and Fishkill Railroad Company, ALFRED SMITH, JAMES M. BUNCE, Hartford.

The Central Railroad of New Jersey, JOHN T. JOHNSON, JOHN O. STEARNS, New York.

A plan of association of Delegates from Railroad Companies, with certain resolutions adapted to the carrying out of said plan, was presented by Mr. Boardman, of the New York and New Haven Railroad Company.

On motion of Mr. Jackson, of the New Jersey Railroad and Transportation Company, it was

Resolved, That this meeting approve the proposition of a permanent Association of Railroad Companies, and that the plan presented be referred to a Committee of five Delegates, to consider and report.

The Chairman announced the Committee to be Messrs. Boardman, Jackson, Swift, Paine and Howe.

The Committee asked and obtained leave to retire and consult during the sitting of the Convention.

The Committee, after a short period, returned and submitted certain Articles of Association, which they recommended should be adopted; and which, after amendment, were adopted, and are as follows, viz:

The object of the Railroad Convention is the promotion of the interest of the Railroad Corporations represented therein, by giving to each the experience of all, prepared and digested by the combined council of their representatives.

The proper subjects for the consideration of the Convention are, the construction of Railroads, of the Cars, Engines and Machinery used thereon, Station, Car and Engine Houses, and the Rules and Regulations proper for the government of the same—to the end, that the greatest

possible convenience, comfort and safety be afforded to the public, and the Shareholders may receive the best dividends.

The Companies here represented are not legally bound by the determinations of the Convention, they being merely advisory. The character of its deliberations, however, and their results, will doubtless commend themselves to the favorable consideration of the several Corporations; and, upon liberal, enlarged and extended views of our Railroad operations, be acquiesced in.

The Railroad Convention shall consist of two delegates from each of the Railroad Corporations in New England, New York, New Jersey and the British Possessions in North America connecting with Railroads in the United States, to be chosen annually by the Directors of the several Railroad Corporations.

The officers of the Convention shall be, a President, four Vice Presidents, a Secretary and Assistant Secretary, to be chosen annually.

The President, or, in his absence, one of the Vice Presidents, shall preside in the Convention, and govern its proceedings by the ordinary rules of parliamentary assemblies.

The Secretary shall keep, record, and certify the proceedings of the Convention and prepare for publication such parts thereof as the Convention may direct.

The expenses of the Convention shall be assessed by the President and Vice Presidents upon the several delegations, who shall pay the same to the Secretary.

Every Convention, before its final adjournment, shall fix upon the time and place of the meeting of the next Convention, and in default thereof, the same shall be called by the President or two of the Vice Presidents of the last Convention, at their discretion, by circulars under their signature, addressed to the several corporations, their Presidents or Superintendents.

The following resolution was then offered by Mr. Boardman, and adopted, viz:

Resolved, That the Chair appoint a Committee of three to nominate permanent officers of the Convention.

The Chair announced such Committee to be Messrs. Crowninshield, Chandler, and N. B. Borden.

The Committee appointed to nominate permanent officers of the Convention, reported the following nominations, viz:

For President,

THOMAS HOPKINSON, of the Boston and Worcester Railroad Co.

For Vice Presidents,

WM. W. BOARDMAN, of the New York and New Haven Railroad Co.

ISAAC SPAULDING, of the Concord Railroad Co.

JOHN P. JACKSON, of the New Jersey Railroad and Transportation Co.

E. D. MORGAN, of the Hudson River Railroad Co.

Secretary,

WM. P. BURRALL, of the New York and New Haven Railroad Co.

Assistant Secretary,

SOUTHWORTH SHAW, of the Boston and Maine Railroad Co.

The Report was accepted, and the gentlemen named were appointed to the several offices to which they were nominated.

Mr. Boardman offered a resolution for the appointment of a Committee on Construction, in the words following, to wit:

Resolved, That there shall be appointed a Committee to be denominated the Committee on Construction, to whom shall be referred the subject of locating, grading, bridging, fencing, rails, cars, engines, station, car, and engine houses.

Which resolution was adopted.

Also a resolution for the appointment of a Committee on Rules and Regulations, as follows, viz:

Resolved, That there shall be appointed a Committee on Rules and Regulations for the government of Passengers, Conductors and other employees, and for the proper discipline of the same, and on general legislation.

Which resolution was adopted.

Also a resolution for the appointment of a Committee on Rates of Fare, as follows, viz:

Resolved, That there shall be appointed a Committee, to whom shall be referred the subject of rates of fare.

Which resolution was adopted.

Also a resolution for the appointment of a Committee on Free Lists, as follows, viz:

Resolved, That there shall be appointed a Committee, to whom shall be referred the subject of free lists.

Which resolution was adopted.

Also a resolution for the appointment of a Committee on Ticketing and the Payment of Fares to Conductors, as follows, viz:

Resolved, That there shall be appointed a Committee, to whom shall be referred the subject of ticketing and payment of fares to Conductors.

Which resolution was adopted.

Also a resolution for the appointment of a Committee on Freight Tariffs, as follows, viz:

Resolved, That there shall be appointed a Committee to whom shall be referred the subject of freight tariffs.

Which resolution was adopted.

Also a resolution for the appointment of a Committee on Connection of Trains, &c., as follows:

Resolved, That there shall be appointed a Committee to whom shall be referred the subjects of connections of trains, baggage cars, and interchange of reports, time tables, reporting, and publishing.

Which resolution was adopted.

The Chair announced the Committee on Rates of Fare, to be Messrs. Swift, Paine, Morris, Morgan, Reed of the Concord Railroad.

Mr. Boardman offered a resolution, as follows:

Resolved, That it be recommended to the several Corporations, to require all passengers to procure tickets before taking their places in the cars, and to require in every instance of payment to the Conductor after the cars are in motion, ten cents in addition to the usual fare; and moved that it be referred to the Committee on Ticketing and Payment of Fares to Conductors, and it was so referred.

Mr. Boardman offered the following resolution, viz:

Resolved, That the interchange of complimentary tickets to the Directors of the various Railroads represented here, authorizing a free passage over their several Roads, be discontinued after the first day of next, and

it be recommended to the various Boards to confine those complimentary tickets to the Presidents, Vice Presidents, and Superintendents of the various Roads, and that it be understood that the ticket is intended solely for their personal use.

On motion of Mr. W. H. Swift, this resolution was referred to the Committee on Free Lists.

Mr. Eldridge offered the following resolution, viz:

Resolved, That we recommend to the various Railroad Companies to discontinue all interchange of free passes to any and all of the Officers of other Roads.

On motion, this resolution was referred to the Committee on Free Lists.

Mr. Morris offered the following resolution, viz:

Resolved, That the delegates from all Railroad Companies to the Railroad Convention, shall receive free passages over all Roads sending delegates to those Conventions.

Which resolution was adopted.

Mr. Boardman offered the following resolution, viz:

Resolved, That the Committee on the subject of Free Lists examine and report the practice adopted by the Corporations in this connection relative to the franks given to the Editors of newspapers, Hotel keepers, and Steamboat Officers; and that they recommend some uniform rule on this subject.

Which resolution was adopted.

The President then announced the following Committees:

On Freight Tariffs.

T. P. Chandler, T. Whittemore, Charles F. Gove, N. B. Borden, I. O. Stearns.

On Free Lists.

Charles P. Williams, F. B. Crowninshield, William W. Boardman, Alexander De Witt, J. P. Jackson.

On Ticketing and Payment of Fares to Conductors.

C. W. Chapin, Charles L. Schlatter, Henry Gray, G. L. Ford, John Howe.

On Construction.

Alvah Crocker, James M. Bunce, Waldo Higginson,
E. F. Bishop, James W. Stowell.

Mr. Jackson offered the following resolution, viz :

Resolved, That the Committee on Construction consider and report whether it most expedient to cover Railroad bridges with a view of preserving them from decay, or to leave them open, in order to render them less liable to be destroyed by fire.

Which resolution was adopted.

Mr. Whittimore offered the following resolution, viz :

Resolved, That in a great number of cases, the rates for transportation of passengers and freight are altogether too low, and that the welfare and almost the continuance of a large number of Railroads, demand an increase of rates.

On motion, it was

Resolved, That so much of said resolution as relates to passenger fares, be referred to the Committee on that subject ; and that so much of the same as refers to freights, be referred to the Committee on Freight Tariffs.

Mr. Bishop offered the following resolution, viz :

Resolved, That the Committee on Construction be requested to direct their attention to the subject of Patentees' claims upon Railroad Companies for various improvements used in Railroad service ; such as the eight wheeled car claim by Winans, and the other improvements which have ostensibly been abandoned to the public by the Patentees ; and to recommend some course of policy for the adoption of the Convention in respect to claims of this nature.

Which resolution was adopted.

Mr. Jackson offered the following resolution, viz :

Resolved, That the Committee on Rates of Fare consider and report the minimum rate per mile for the transportation of a passenger on a Railroad, consistent with a due regard to the revenue of the Company, with a brief statement of the data on which they form their opinion.

Which resolution was adopted.

Mr. Eldridge offered the following resolution, viz :

Resolved, That the Superintendents of the various Roads present

during the session of this Convention, be invited to take seats in the Convention, and participate in its proceedings.

Which was adopted; and the Convention adjourned until 8 o'clock to-morrow morning.

WEDNESDAY MORNING, AUGUST 25, 8 O'CLOCK.

The Convention was called to order by the President. The minutes of the last meeting were read and approved.

Mr. Boardman offered the following resolution, viz :

Resolved, That whenever any Conductor, Enginemen, Brakeman, or Switchman shall be dismissed for improper conduct or negligence, it shall be the duty of the Superintendent to notify the several Superintendents of the Roads in this connection, of the name, residence, office, and offense of the person so dismissed.

On motion of Mr. Boardman, said resolution was referred to the Committee on Rules and Regulations. The President then announced this Committee to be as follows: J. S. Brooks, Onslow Stearns, Ives Phillips, Madison Sloate, Isaac Hinckley.

Mr. Boardman then offered the following resolution :

Resolved, That it be recommended to the Corporations in this Connection, to interchange their annual reports, time tables, and other printed regulations ; to announce any proposed change in the time of departure and arrival of trains, or any alteration of the time table, at least one week before the same shall take effect ; and to communicate any such proposed changes to the several Corporations, as early after their adoption as can conveniently be done.

On motion, it was

Resolved, That said resolution be referred to the Committee on Connection of Trains.

The President then announced this Committee to be as follows: J. W. White, G. Twitchell, F. R. Griffin, Hugh H. Henry, Stephen G. Deblois.

Mr. Crowninshield offered the following resolution, which was adopted:

Resolved, That the Committee on Rules, &c., consider the subject of Expresses and Express Men, with a view to recommend some uniform system, and some plan by which either their privileges shall be restricted or the Companies may derive a larger income from that source.

Mr. Schlatter submitted the following resolution, which was adopted :

Resolved, That the Committee on Construction be requested to consider and report as to whether it is expedient for Railroad Companies to take measures for securing a better character of material and manufacture in Railroad Bars.

The Committee to whom was referred the subject of Freight Tariffs, reported as follows:

The Committee to whom was referred the question of rates for transportation of freight, have had the subject under consideration, and have found themselves unable to give to the matter that attention its importance deserves.

They however are fully satisfied that there are no general principles which are or can be made alike applicable to all Roads ; except that each should receive remunerative prices for the business performed. Some Roads may carry freight at lower rates than others, and yet be fairly compensated.

A large amount of business, low grades, and other favorable circumstances will enable them to do so. But there is one prominent fact, which more than any other, has claimed the notice of your Committee, to wit: that a very large proportion of the freighting business is done at prices quite too low, and a majority therefore recommend to the Convention the adoption of the annexed resolution :

Resolved, That for a large proportion of the freighting business upon the several Roads here represented, the rates of transportation are entirely inadequate, and that without increased prices, it will be difficult, if not impossible, to sustain many of the New England Roads.

Mr. White moved to amend the resolution reported by the Committee, by striking out all after the word *Resolved*, and inserting in place thereof, as a substitute, the following resolutions :

Resolved, That a Committee be appointed, whose duty shall be to visit all Railroads represented in this Association, and define by geographical lines the legitimate business that belongs to each Railroad Company, which business shall not be interfered with by any other Railroad Company.

Resolved, That when two or more Railroads are legitimate claimants for the freights or passengers between any two or more given points, said Committee shall examine said subject, and report the relative position of such lines, and the rate per cent. of the gross receipts that justice would dictate should be awarded to such line.

Resolved, That said Committee proceed to investigate the business to them assigned forthwith, at the expense of the Association and when ready to report, they shall notify the proper officer to convene the Association as soon as practicable, to hear and decide upon such report.

On motion, it was

Resolved, That the report, resolution and amendment be referred to the Committee of the Whole.

Mr. White now moved that the Convention go into a Committee of the Whole, which motion was adopted.

In Committee of the Whole, Mr. Crowninshield in the Chair. The consideration of the report and resolution of the Committee on Freight Tariffs, with Mr. White's proposed substitute, was then resumed.

Mr. White withdrew his motion to substitute and moved to amend, by adding his resolutions to that reported by the Committee. After discussion by Messrs. White, Hopkinson, Gove, Crocker, Jackson, Paine, Borden, and Whittimore, on motion of Mr. Hopkinson, it was

Resolved, That the Committee of the Whole recommend to the Convention to accept the report of the Committee and to adopt the resolution reported by them, and to commit the resolutions of Mr. White to a Committee, to inquire and report.

The Committee then rose and reported to the Convention the action of the Committee of the Whole.

On motion, the report of the Committee on Freight Tariffs was then accepted, and the resolution reported by them was adopted.

On motion, the resolutions of Mr. White were referred to a select Committee, to be appointed by the Chair.

On motion, it was ordered that the President of the Convention be Chairman of said Committee.

The Committee to whom was referred the subject of Free Passes, made the following report :

The Committee on the subject of Free Lists, or the granting of free passes over Railroads, beg leave to report, That they have considered the subjects referred to them by the several resolutions of the Convention, and compared their own views of the same, with the information they have derived from the representatives of other Railroads. The conclusion to which they have arrived, is, that there now exist great abuses in the extensive granting of free passes over Railroads, and that a radical reform is required. Franks over many Roads are not only granted freely to all Officers and Directors of other Railroads, but to Conductors, Engineers, and other employees and operatives, to stage proprietors, hotel keepers, official dignitaries, members of the Legislature, editors, reporters, inventors of mechanical improvements, steamboat captains, clerks, and mates, agents of Benevolent Societies, besides others too tedious to mention ; and it is apprehended that many are passed by Conductors, on their own responsibility and without authority ; such as bar keepers, agents and collectors of various public amusements, managers and ticket sellers of theatres, circusses, and museums, and others persons having friendly or interested relations with Conductors.

Your Committee therefore regard it as an evil which should be eradicated, and that a more business-like system should be established, securing compensation for the service rendered. With this view it is recommended that Conductors be strictly required not to allow any person to travel in the cars without charge, unless he presents a ticket which shall be the evidence of his right, whether it be the regular passage ticket or a commutation, or free ticket ; and in order to render the practice uniform and universally acquiesced in, it is desirable that Officers and Directors also should exhibit the evidence of their right, so that no one may be passed with a nod, and thus all appearance of respect of persons avoided.

Your Committee are of opinion, that, as a general rule, free passes should be limited to the leading active Executive Officers of a Road, except under particular circumstances ; as in the case of connecting Roads, and of delegates from the several Companies going to and from the Railroad Conventions. In every case of a frank, it is desirable that a special per-

mit should be shown to the Conductor; and for this purpose such Companies as conclude to interchange the courtesy of free passes to their Executive Officers, should present complimentary tickets to each other; the granting or withholding of which would be an indication of their respective views of policy in this matter, and thus remove all embarrassment.

The Executive Officers to whom it is thought free passes can with propriety be extended, are the President, Vice President and Superintendent of each Road deciding to reciprocate such courtesies. These particular officers are mentioned, because their journeyings are chiefly on business connected with Railroad operations, and valuable information may be secured for each other by free and frequent interchanges of their experience and counsels in managing the affairs of their respective Companies.

In view, therefore, of the foregoing and of other considerations, which the brief time allowed for this report does not allow them to give in detail, your Committee present the following resolutions for the adoption of this Convention, viz :

Resolved, That as a general rule it be recommended that complimentary free tickets be confined to the Presidents, Vice Presidents, and Superintendents of such Railroads as conclude to interchange such courtesies. *Provided*, That this resolution does not prohibit the granting of free passes to Directors or other Officers of connecting Roads, having business relations of a character which shall be deemed to warrant the extension of the privilege to them.

Resolved, That in all cases Conductors require of a person traveling in the cars, the presentation of a ticket, furnishing the evidence of his right of passage.

Resolved, That the Delegates to this Convention be requested to leave with the Secretaries the names of the President, Vice Presidents, and Superintendents of their respective Roads, with their places of residence.

The first resolution was taken up, and after discussion by Messrs. Boardman, Jackson, Crowninshield, and Higginson in favor of the same, and Messrs. Whittemore, Eldridge, Crocker, and Henry in opposition thereto, the Convention adjourned to 2 o'clock P. M.

WEDNESDAY, 2 O'CLOCK P. M., AUGUST 25TH.

The Convention was called to order pursuant to adjournment.

The Chair announced the Committee on the resolution of Mr. White relative to the freight business of Railroads, to be Messrs. J. W. White, W. H. Swift, T. P. Chandler, Gouverneur Morris, Thomas Whittemore.

Mr. Burrall offered the following resolution, viz:

Resolved, That the Select Committee to whom was referred the resolutions offered by Mr. White, be requested to inquire into the general subject of competition between different Railroad lines, and to report to the next meeting of this Convention their views thereon, with such recommendations as they deem best suited to diminish such competition, and the injury to Railroad interests resulting therefrom.

Mr. White, in behalf of the Committee on Connection of Trains, &c., reported the following resolution, and recommended the passage thereof, viz:

Resolved, That all Railroad Companies (members of this Association) exchange their annual reports, time tables, and general rules and regulations, (so far as printed,) and give notice of any change of the time table that may be important to any connecting line, at least one week in advance of such change.

The report was accepted and resolution adopted.

The Committee on Construction reported upon the resolutions referred to them, and recommended the passage of certain resolutions accompanying their report, which resolutions, after amendment, were adopted; and said report and resolutions, as amended, are as follows, viz:

The Committee on Construction report, That two several inquiries were submitted to their consideration, to wit: First, whether it is more expedient to cover Railroad bridges to preserve them from decay, or whether by the increased liability to fire, it be not better to leave them open.

The second inquiry related to the importance of some general plan whereby the owner of any valuable improvement or patent at present in use, or which may hereafter be invented, shall receive by the report of some competent Committee of the associated Roads, a *just* remuneration therefor ; while those claims which are or may be made of a *spurious* character, or where the claimant has really no right to the improvement, shall be *resisted* by common concert of action, whether such a claim shall be attempted to be enforced upon a weak or strong Corporation.

Upon the first inquiry, the intelligent gentleman who proposed it, must be aware that it is not only one of a series of questions which will or may follow, embracing the whole length and breadth of Construction, in all its ramifications, and which seems to belong more properly, to experienced bridge builders or engineers, but that the brief sittings enjoyed by this Convention preclude a proper consideration of such questions in detail ; further, there being other questions of such vital moment to the associated Companies, now before the Convention, and which it would seem must engross their entire deliberations, your Committee, after recommending the action which follows upon the second inquiry, have come to the unanimous conclusion to ask to be discharged from a further consideration of the subject of Construction.

The Committee would further report, that they have directed their attention upon the subject involved in the second inquiry relative to patent rights and the claims of patentees, and would recommend, First, That any Company desiring information respecting the validity of the claims of patentees, and also respecting the usefulness of any patented or unpatented improvement applicable to Railroad service, should apply to the Committee appointed by the Association of Railroad Superintendents, to collect information upon these subjects ; and that any new information coming to the knowledge of any Company composing this Convention, upon the subject of any patented or unpatented improvement, or of any claim of a principle in common use upon Railroads as a patented improvement, be communicated to the proper Committee or proper officer of the Association of Superintendents, in order that information of this nature may be collected and concentrated where it may be available to such Companies as desire to become possessed of it.

2d. This Committee would further recommend, that there be a concert of action among the Companies composing this Association, in all negotiations or purchases of new improvements applicable to Railroad service.

3d. This Committee would also recommend that there be a concert of action in regard to defending Companies against unjust claims for violations of patents, and in regard to claims for the use of any principle com-

monly considered as abandoned to the public, and in common use upon Railroads, and that the expenses incident to the defense of any claim of this nature incurred by any Railroad Company in this Association, (if said defense shall be adjudged by this Convention as conducive to the general interests of the Companies composing the same,) be assessed upon the several Companies composing this Association, upon some equitable basis to be designated and fixed upon by a proper Committee appointed by the Convention for that purpose.

Your Committee would therefore propose for the adoption of this Convention, the following resolutions, viz :

Resolved, That there be a concert of action among the Companies composing this Association, in all negotiations for purchasing or settling for patent improvements applicable to Railroad service; and, in order to produce this concert of action, it is recommended to refer all such claims to the Association of Superintendents for examination and report thereon, before closing such negotiations; the said reports being for the common use of all the Roads embraced in this Association.

Resolved, That the expenses incident to the examination of and defense against all patent claims, where it is adjudged no valid claim exists, and when actions are commenced against any particular Road for alleged violation, or where the Association of Superintendents shall have advised a defense against such claim, be assessed upon the several Companies composing this Association, upon some equitable basis to be fixed by a Committee appointed for that purpose.

On motion, it was ordered, that the Committee provided for in the resolutions reported by the Committee on Construction, be appointed by the President.

The report of the Committee was then accepted, and the Committee discharged.

Mr. Joseph Fields, President of the Buffalo and Rochester Railroad Company, was, on motion, admitted an honorary member of this Convention.

The Convention then resumed the consideration of the report and resolutions introduced by the Committee on the subject of free passes.

On motion, the first resolution was amended by striking out the words "the granting of," and, as amended, passed.

The second resolution was then taken up and passed.

The third resolution was indefinitely postponed.

The report of the Committee was then accepted.

The Committee to whom was referred the subject of ticketing and payment of fares to Conductors, reported as follows, viz:

The Committee on Ticketing and Payment of Fares to Conductors, to whom was referred the following resolve, viz:

“Resolved, That it be recommended to the several Corporations to require all passengers to procure tickets before taking their places in the cars, and to require in every instance of payments to the Conductors after the cars are in motion, ten cents in addition to the usual fare;”

Respectfully report, That, in their judgment, the coupon system of ticketing to connecting Roads will give the passenger greater facility in his transit from one Road to another, and will promote largely the convenience of the Roads in regulating their accounts, and affecting ready settlements with each other.

The Committee further report, that it is important for the protection of the several Roads, that tickets should be purchased at the offices; but owing to the peculiar position of many of them, they cannot recommend that the ten cent rule be enforced on passengers; but do advise that in all practicable cases each passenger who neglects to purchase his ticket at the office, be required to pay five cents in addition to the usual fare.

By order of the Committee,

C. W. CHAPIN, *Chairman.*

Mr. Whittemore moved to erase the words “five cents,” and insert the words “ten cents.” After debate, this proposed amendment was withdrawn by the mover, and the report was accepted, and its recommendations adopted.

The Committee to whom was referred the subject of passage fares, reported as follows, viz:

The Committee on Passenger Fares, to whom was referred the resolution of the Convention upon the subject of the minimum rate of fare per mile of a passenger, which (with a due regard to revenue) may safely be established, have considered the question submitted to them, and express the following opinions thereon:

First. That the cost of transporting passengers on a Railroad, irrespective of the capital employed in the construction of the same, depends upon such a variety of circumstances, that it is impracticable to specify the precise rate without exact data, provided in the case of each Road. The cost will be affected by the general character of the line, the grades, and curves, the rate of speed, the nature of the track and the road bed itself; the number of passengers carried in a train, the distance they are carried, the cost of fuel, &c. &c.; these and other important considerations all enter as elements into the cost of transporting a passenger one mile on a Railway.

Second. If the number of passengers to be transported be sufficient to afford full trains, if the grades and curves be light, the speed not excessive, and fuel cheap, the actual cost to the Company in such case, without reference to the amount of the capital employed, will be a minimum; and just in proportion as these favorable conditions are departed from, the cost of transportation must be enhanced.

Third. Your Committee suppose that there are Roads among us on which passengers can be transported at the cost of three-fourths of a cent per mile; but these cases must be very rare. Such a result can only be obtained by a combination of the most favorable circumstances; more commonly it will cost double that sum, taking our Roads as they are. Your Committee are further of the opinion, that in no case would it be expedient to consider the *cost* per passenger per mile less than one cent.

Fourth. The opinions above expressed refer to the *cost* of transporting. The profit which each Company should demand from its passenger business, is a question which each Company must determine for itself. Its profits being derived from two sources, viz: transportation of passengers and transportation of freight, it may be politic in one case to impose the heavier portion of the profit in proportion to the whole extent of the business on the passenger traffic, rather than on the freight. One general result, in New England at least, is well known by all Railroad managers here, viz: that the gross expenses of the entire business amounts to about one-half of the gross receipts. Such was the fact, as furnished by the official returns of five years, from 1846 to 1850, inclusive, upon all the Roads leading out of Boston, embracing a total gross receipts of upwards of \$20,000,000.

A second resolution, declaring that the rates of transportation for both passengers and freight are too low at this time, and that they should be increased, was also referred to your Committee on Fares.

Upon this resolution, your Committee do not hesitate to express the

